



## **Office of the Mayor**

### **The City of Harrisburg**

City Government Center  
10 North Market Square  
Harrisburg, PA 17101-1678

Stephen R. Reed

Mayor

(717) 255-3040

### **FORWARD**

I am pleased to commend to your reading this comprehensive report for the year 2001, one of the most progressive years in the history of the City of Harrisburg since we were first incorporated as a municipality in 1791.

Harrisburg has come a long way from when it was listed in the first half of the 1980's as the second most distressed city in the United States. There remains a great deal more to be done which is why this annual report is being issued. This is a means to identify the progress through the activities, projects and operations of the City of Harrisburg. Such a report as this is issued for each department of city government under the Mayor's authority, as well as The City Treasurer's office, under City Treasurer Paul Wambach.

Every city employee and each city agency are integral to the success of Harrisburg. The work and achievements of the current era have written a new chapter in the Capital City's and region's history and for this, every city employee can take pride and credit.

The City of Harrisburg's government is the most diverse municipal government in Central Pennsylvania. Our services and operations range from the traditional large municipal functions related to police, fire, public works, and parks and recreation to the more unique, such as water, sewer, trash collection, solid waste incineration, energy generation, recycling, economic development, areawide data processing systems, contracted sludge processing, codes enforcement and conducting major special events. Intertwined into all these functions are the administrative support functions related to risk management, legal, data processing, personnel, purchasing, billing, debt collection and financial management services. Everyone's role is important and everyone contributes to the overall success and functioning of this city.

**This past year has considerably added to the overall positive performance of the government in achieving major public policy goals. For example:**

- (1) The Part I crime rate, considered to be the index by which crime is measured in communities, has dropped over 50% since 1981 and the crime rate is now at a 30 year low;**
- (2) The fire rate, meaning the number of fires per year, has dropped over 70% since 1982, and is now at its lowest level since citywide records have been kept;**
- (3) The number of businesses on the city's taxrolls, counted at 1,908 by the end of 1981, is now over 5,600;**
- (4) The taxbase, assessed at \$212 million in 1982, is now over \$1.7 billion, the highest level ever recorded in city history;**
- (5) During the period of 1995 through 2001, the City broke the record three times for the number of building permits issued citywide, setting new record levels in city history; in the current era, over \$2.8 billion has been invested in Harrisburg, also a new record for any similar time period in city history;**
- (6) The annual cost of living index consistently lists Harrisburg as being one of the most affordable communities in the midstate in which to own a home;**
- (7) The City, in 2001, for the fourteenth consecutive year, won the nation's top national award for financial reporting and accounting and, additionally, for the eleventh consecutive year, won the nation's top national award for budgeting; of over 2,560 municipalities in Pennsylvania, only 2 have attained the same status;**
- (8) The City, in 2001, for the fourteenth consecutive year, retained Tree City U.S.A. status, the highest community conservation award in the nation; and City parks and recreation activities and programs garnered over 25 international, national and state awards; the city's Advanced Wastewater Treatment Plant won first place in Pennsylvania in statewide operational, maintenance and safety competition amongst other plants; the Department of Building and Housing Development won National Best Practice Awards from the Federal government for the city's Homeownership Impact Loan Program and the Homeownership Opportunities Program, while also garnering the state government's first Community Building Award; the Insurance Services Organization raised Harrisburg's insurance underwriting classification due to the city's emergency management, firefighting and public utility operations, with only two municipalities in Pennsylvania having a higher rating; the rating determines insurance premiums on property;**

**(9) The City retained National Police Accreditation, the highest recognition for law enforcement in the nation; of over 21,000 police agencies, only 443 have attained the same status;**

**(10) The City attained top national and state awards for its transportation infrastructure improvements, its energy conservation efforts, its historic rehabilitation projects and a myriad of other City pursuits, making the City of Harrisburg the most award-winning municipality in Pennsylvania.**

**(11) Harrisburg continued to be one of the leading cities in the country in the creation of alternative energy and revenue sources; thus far, in the current era, the City has generated over 14.8 billion pounds of steam, co-generated over 877 million kilowatts of electrical energy, saved over 9.4 million cubic yards of landfill space and produced energy equivalent to over 830 million gallons of foreign oil;**

**(12) The City has fully or partially funded projects, which have resulted in new construction or restoration of over 5,000 residential units, in the form of homes and apartments, making Harrisburg the largest residential developer in Central Pennsylvania;**

**(13) Additional upgrades have occurred in the Harrisburg Parks System, now the largest municipal parks system in the Midstate and the only municipal parks system to play a continuous regional role; the City has invested over \$68 million in parks and playgrounds since 1982;**

**(14) Attendance figures continue to show Harrisburg as a dynamic center for recreation, arts and entertainment, with over 2.3 million in attendance for the city's various free, regional special events. The Harrisburg Senators surpassed the 250,000 attendance mark with a record 279,000 in 2001, and are now well over the 3.5 million mark in total attendance, and the Harrisburg Heat have drawn more than 1.2 million fans during their tenure at the State Farm Show Complex. The Harrisburg Riverboat also set a new attendance record, with more than 360,000 riders;**

**(15) Citywide neighborhood recreational programs attracted their largest attendance ever, at more than 478,000 youngsters and adults in 2000, a 7.2% increase over the previous years, and 546,860 attendance in 2001, a 14% increase and a record;**

**(16) The City continued in its Class 7 designation under the National Flood Insurance Program; only three other municipalities in the Nation have an identical or better designation; the classification is the result of the City's floodplain management and emergency management programs; Harrisburg is the only municipality in Pennsylvania to be upgraded in its classification, and in Harrisburg's case, was upgraded three times, giving City property owners a 15% reduction in the base premium for flood insurance;**

**(17) The City's Fire Bureau is one of 26 Federally-designated Urban Search and Rescue teams, one of the groups available for deployment anywhere in the U.S. for a major national disaster; further, the Commonwealth of Pennsylvania authorized the City to serve as administrator of Pennsylvania Task Force One, which involves resources across and outside the state, to respond to such emergencies; the City of Harrisburg was the first team deployed to the World Trade Center on September 11, 2001, in response to the worst terrorist attack on the United States in history;**

**(18) The U.S. Government selected Harrisburg as a Best Practice Award recipient for the city's Lead Paint Abatement Program. This effort has spawned \$18.4 million in public and private funds to rid older properties of lead-based paint. Minority contractors were trained by the City to do this specialized work. As a result, the City now has the lowest rate of lead found in blood samples from children living in affected properties. This is a community awareness program – one of many conducted by the City – and a housing rehabilitation effort that has achieved national success;**

**(19) Harrisburg was the recipient of the prestigious International Paradigm Award, the only city in North America to be so recognized for its cutting edge use of high technology;**

**(20) City coordination and support have resulted in over 225 city blocks being adopted under the Adopt-A-Block beautification program, and another two dozen vacant lots are similarly cared for under the Adopt-A-Lot program; 29 citizens have been trained as citizen codes inspectors to assist city Codes Enforcement Officers, and over 200 citizens have now graduated from the city's innovative Citizens Police Academy, the first of its kind in the midstate; more than 100 city blocks and neighborhoods are now covered by neighborhood crime watch groups;**

**(21) \$2.8 million in sewer improvements were completed and 34 streets and alleys were repaved; the \$1.9 million Shipoke Bypass was completed, a \$644,000 stabilization project was completed in Riverfront Park, repairing significant damage from the Flood of 96 that was undermining the entire Park area; new streetlights, sidewalks, and other infrastructure and amenity improvements were made throughout the city, especially along the main streets known as Capitol Corridors;**

**(22) On a daily and continuous basis, City agencies and personnel performed thousands of services and tasks, for which neither recognition nor attention were provided, but all of which served to enhance the quality of life in Harrisburg with benefit to citizens, businesses and visitors.**

All should know and understand that American cities continue to face major challenges, frequently involving forces and factors over which a local government has no control. Our gains here have been the result of vision, struggle, persistence and arduous effort. The resurgence of Harrisburg in the current era has reversed previous decades of decline but we, too, are subjected to the unique burdens which the Nation and region place solely upon cities. It remains critically important that each of us rededicate ourselves to the furtherance of Harrisburg's best interests as we carry forth our respective roles and duties. The collective and individual efforts of Harrisburg's employees have made history. We owe it to the people we serve to build upon our present day progress by continuing our commitment to a constant, daily effort to be the best at what we have been hired to do for this City.

To the citizens and taxpayers of Harrisburg we dedicate this comprehensive annual report and our full measure of devotion in the days ahead.

A handwritten signature in black ink, reading "Stephen Reed". The signature is written in a cursive, flowing style with a large initial "S".

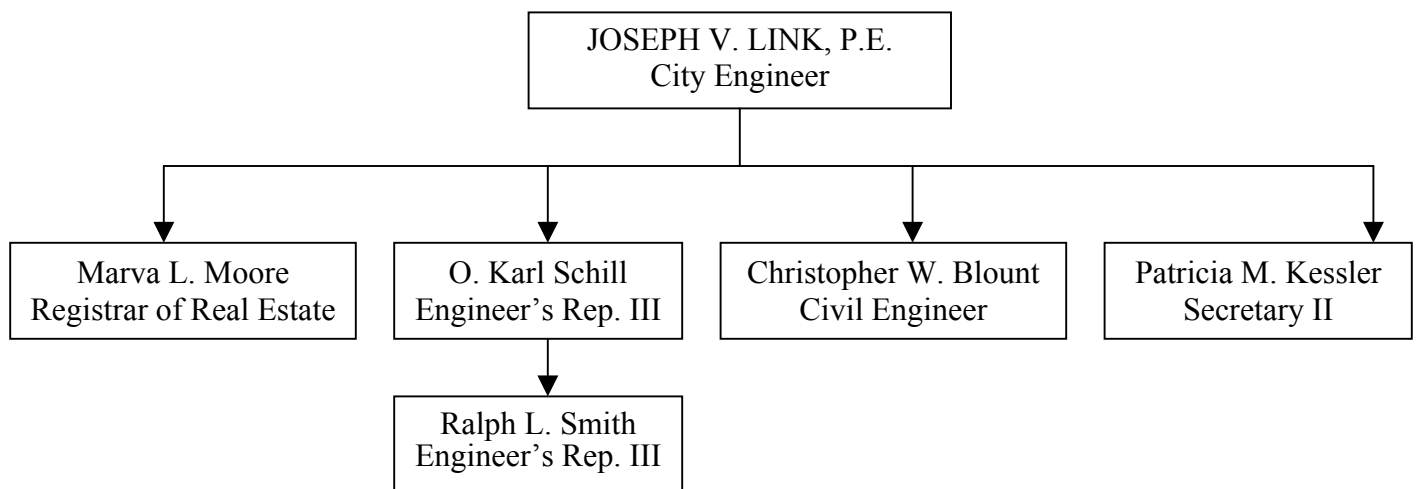
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Stephen R. Reed  
Mayor

# **CITY OF HARRISBURG**

## **DEPARTMENT OF GENERAL GOVERNMENT OFFICE OF THE CITY ENGINEER**

### **2001 PERSONNEL DIRECTORY**



EMPLOYEE	POSITION	DATE OF EMPLOYMENT
Joseph. V. Link, P.E.	City Engineer	01/06/92
Christopher W. Blount	Civil Engineer	05/14/01
Marva L. Moore	Registrar of Real Estate	08/30/76
O. Karl Schill	Engineer's Representative III	11/04/85
Ralph L. Smith	Engineer's Representative III	01/19/93
Patricia M. Kessler	Secretary II	06/23/80

## **OFFICE OF THE CITY ENGINEER**

Joseph V. Link, P E

City Engineer

### **2001 ANNUAL REPORT**

#### **DUTIES AND RESPONSIBILITIES:**

The City Engineer shall perform such duties as shall be prescribed with reference to the construction, reconstruction, maintenance and repair of all streets, pavements, sewers, bridges, culverts and other engineering work. He shall prepare plans, specifications, and estimates for all such work undertaken by such city, and shall, whenever required, furnish council, the committees thereof, the mayor, public boards, or heads of departments, with reports, information or estimates on any city engineering work, or on questions submitted by any of them in their official capacity. The City Engineer shall cause to be made all such necessary books, maps and plans as will show the situation and dimensions of each property therein, which books, maps or plans shall be so prepared as to show the city number, and name of the owner or owners thereof.

**GOALS:** This office established a set of long term goals beginning in 1994. Current status is reported annually until goal is achieved, then it is dropped from the report.

- **1994            Development of Streetscape Standards**

Formalize standards for construction of “Downtown Area” streetscape including sidewalk construction/renovation, planting trees, street lighting and overhead street name signs.

#### **Modification of Goal**

This office expanded the scope of this goal to include the purchase of the City streetlighting system and to replace the “cobra head” light fixtures in the downtown district with modern fixtures manufactured in the “turn of the century” styles. Street light poles will be used to carry traffic signals, parking meters and street name signs.

#### Status (1999)

This office published standard construction details for sidewalk construction with granite curb and brick edge and standard concrete curb. A master plan of the downtown streetlight system was developed and is in use. Purchase of the streetlight system is in negotiation and may lead to financing for replacement of streetlights in the Downtown District.

#### Status (2000)

This office and the City Bureau of Planning consulted with the Mayor's Millennium Commission, Beautification Subcommittee to prepare a document that catalogued the existing streetscape in the Central Business District and then established standards and materials for the City to adopt for renewals, upgrades and new construction. Materials, products and standards are specified for reconstruction of sidewalks, installation of streetlights, planting of trees and installation of various types of street furniture.

#### Status (2001)

On June 4, 2001, the City purchased the streetlight system except for the portion of lighting in the Central Business District. That portion was omitted because additional time was needed to determine how to separate the light fixtures from the underground electrical distribution system in the area and the estimated cost was prohibitive. By the end of the year, the decision was made to pursue purchase of the CBD streetlight system with replacement of the fixtures with historic style lighting.

#### • 1994

##### **Infrastructure Renewal**

Collect existing measurements, construction materials and pavement conditions of City streets for Pavement Evaluation Program.

#### Status (1998):

Much of the desired information has been collected and is available. This office and others assisted the City Planning Bureau with funding to upgrade the GIS software.



Status (1999):

Activation of the GIS is a disappointment to this office. Although various bureaus have contributed funding for software and hardware upgrades, the system is not functional. Despite continuous discussion, it is not possible to create maps or upgrade infrastructure changes on the system. The City traffic control system should also be on this database, but it is not possible to do so at this time.

Status (2001)

The City GIS system was significantly improved during the 2001 calendar year with the approval of a line item in the budget in the amount of \$72,000 for GIS Upgrade and System Management by the engineering consulting firm of Skelly & Loy. The existing GIS system was transferred into a more powerful software package to allow more efficient update of various maps and databases. The acquisition of new software has improved accessibility to the system and increased the scope of the City's GIS capabilities. As a result, a GIS website has been created to allow City staff to view, print, and query GIS maps and several important applications for GIS information have been developed. The approved City budget for 2002 includes a line item in the amount of \$100,000 to continue the efforts with Skelly & Loy.

As a pilot program, to demonstrate the functionality of the new software, this office planned and initiated the development of a street-cut management program within the GIS system. The creation of the street-cut system allowed staff to track each street-cut application electronically through the use of a street-cut map and an interactive database. The street-cut system can be accessed via the internet, laptop computer, or the LAN network in the City Government Center. This program not only allowed staff to track information, but also to have the ability to easily search past permits and generate reports and mailing lists. Much of the "data clean-up" required to create the street-cut management system has laid the groundwork to develop additional computer applications for GIS information. It

is anticipated that in 2002 the street-cut program will be expanded to allow applications to be received and paid via the internet.

In conjunction with the purchase of the streetlight system, GIS mapping and databases have been developed to inventory and locate the 5400+ light fixtures now owned and maintained by the City. GIS maps of the streetlight system are used to assist in dispatching for routine and emergency maintenance and to keep maintenance records for each streetlight fixture. In 2002 this system will be further developed to allow for electronic invoicing for maintenance efforts and automatic updates of maintenance records as work is completed.

In addition to funds from the City budget, this office has received and continues to pursue grant money to further the enhancement of the GIS system. In 2001, PA/DEP awarded a grant of \$180,120 to the City to perform a watershed analysis of the Paxton Creek, which included \$32,400 to enter related data onto the GIS. The City is utilizing these funds to update and improve the GIS maps and databases of the sewer system. FEMA awarded a grant of \$60,000 (\$30,000 in 2002 and \$30,000 in 2003) to create new digital flood plain maps for the Paxton Creek, with all data to be entered on the GIS. In 2002 a Dauphin County economic development grant in the amount of \$12,500 will be presented to the City and Steelton Borough to explore the possibility of exchanging, filing, and recording deeds electronically. It is anticipated that deeds could be received electronically from the Recorder of Deeds and routinely added to the City GIS database.

- **1994                      Street Resurfacing Program**

The established goal is to repair, maintain and resurface City streets.

Status (1997):

In 1988, the City began a street resurfacing program using capital improvement funds. Since then, all city streets have been resurfaced at a cost of \$9,581,317. Program scope included removal of old material to properly drain storm runoff, repair failed subbase areas, renew asphalt surface, repair and install storm inlets,

clean all storm inlets, repair water valve access boxes and install access ramps at intersections.

- **1997**      **Sewer Replacement**

The goal is to establish a formal program for replacement/reconstruction of City sewer lines.

Status (1999):

This Office began the task of identifying the segments of existing brick sewer that pose a significant possibility of collapse. Funding sources, program estimates and phasing of replacement projects will be presented with budget requests.

- **1997**      **Stormwater Management**

To gather sufficient data concerning stormwater management problems to assess the situation and recommend a program and funding source.

Status (1998):

Preliminary information was provided to consultant who has been engaged by The Harrisburg Authority to set up a stormwater utility.

An analysis of Paxton Creek was completed with a matching grant from EPA through CEDA COG to determine whether improvements could be made to the structures at Wildwood Lake to minimize downstream flooding during summer thunderstorms. The analysis pointed out a silt deposit at the confluence of Asylum Run that causes a surcharge in the vicinity of Maclay Street at the Farm Show Complex. There is also a negative slope in the stream bed near the Asylum Run confluence that further compounds the situation with backups and flooding. A funding source is being sought to correct the problems.

Status (1999)

Under a PADEP “Growing Greener” program, the City submitted a request for a grant to analyze the entire Paxton Creek watershed. Storm related problem areas will be identified and solutions will be designed and funded if the grant request is

approved and sufficient funds are made available to the City.

- **2000** DEP selected the City's second submission for a grant to perform an analysis of the Paxton Creek and awarded a grant in the amount of \$183,120. The City in turn entered into a contract with the environmental consulting firm of Skelly & Loy to perform the analysis.
- **2001** Stormwater Management-The Paxton Creek Watershed Analysis was initiated by Skelly & Loy after complying with DEP regulations. Field reconnaissance was completed and data collection and verification was started. This office hired a GIS Technician with a portion of the grant funds whose duties and responsibilities are to input the stream data into the computer database.

An additional grant request was submitted based on the initial data gathered. The request is for funds to modify the feeder streambed entrance to Wildwood Lake to direct the initial storm flows from the outfall to the portion of the stream that flows through the City and often causes flash flooding.

A second grant application is for funding to repair portions of the stream bank in the upper reaches of the watershed where significant erosion occurs. Decisions on the two applications will be made in mid 2002.

## **Projects**

### **SOUTH FRONT STREET CONNECTOR**

A single lane road and sound barrier are being constructed to divert traffic around the historic Shipoke neighborhood beginning at the intersection of South Front Street, Paxton Street and Race Street and reconnecting at South Front Street at a point near the I-83 overpass. Skelly & Loy, Inc. was selected as the lead consultant to perform the required environmental analysis with Baker Engineers as the design sub-consultant. This is a cost sharing project with 80% funding from FHWA/PennDOT and 20% City.

#### Status (1999)

Design was completed and the construction contract in the amount of \$1,946,698 awarded to Jay Fulkroad & Sons, Inc. Construction began in November 1999 and scheduled completion is June 2000.

#### Status (2000)

Construction was completed and open to traffic in November 2000. The final cost of the project including environmental analysis, design, construction and construction management is \$2,299,420.55.

### **Capitol Heights-Infrastructure Replacement**

#### Status (1999)

The City awarded a contract to Jay Fulkroad & Sons for \$1,950,957 to replace sewer, water, sidewalks, curbs and streets for the Capitol Heights Housing Development Project. All work is to be completed by Mid-2000, so the housing development company can begin construction. The project covers the area bounded by N. Third Street to N. Fourth Street and Hamilton Street to Kelker Street. Plans and specifications were prepared by Brinjac-Kambic and Associates, Inc.

#### Status (2000)

The project was completed in December of 2000 and turned over to the City's housing development contractor. The total construction and design cost is \$2,418,591.00.

### **ELECTRIC DEREGULATION**

The City participated with other municipalities in the State through the newly created Municipal Utility Alliance (MUA) of the PA League of Cities and Municipalities (PLCM) to purchase electric power at deregulated rates. MUA issued a Request for Purchase (RFP) for electric rates on behalf of its clients. PP&L Access submitted the best rates in the Harrisburg service area, and the City entered into a two-year contract with that company to purchase electric power. There are over 200 separate accounts in the City for different types of services.

In the year 2000 the City continued to purchase electrical energy through the MUA two-year contract.

### **CAPITOL CORRIDORS:**

The City received HUD grant funding that was supplemented by general revenue bond funds to design and install streetlights, street trees and sidewalk repairs on segments of seven streets. The total project costs are expected to be in excess of \$4,584,688. The streetlight fixtures selected are an acorn luminaire on top of an aluminum pole. The design replicates the type of fixtures installed in the early 1900's. The following corridors received lights, trees and sidewalk repairs:

Market Street: Cameron to 17<sup>th</sup> Street

State Street: 13<sup>th</sup> Street to Parkway Drive

Derry Street: 13<sup>th</sup> Street to 17<sup>th</sup> Street

13<sup>th</sup> Street: State Street to South of Berryhill Street

17<sup>th</sup> Street: State Street to South of Brookwood Street

3<sup>rd</sup> Street: Reily Street to Seneca Street

6<sup>th</sup> Street: Maclay Street to Division Street

Reily Street: 3<sup>rd</sup> Street to 6<sup>th</sup> Street

Calder Street: 3<sup>rd</sup> Street to 6<sup>th</sup> Street

Marion Street: Reily Street to Calder Street

Williams Street: Reily Street to Calder Street

4<sup>th</sup> Street: Reily Street to Calder Street

### **HARRISBURG AREA TRANSPORTATION STUDY GROUP (HATS) APPROVED PROJECTS:**

The HATS Group approved several projects for addition to the Harrisburg Area Transportation Improvement Plan (TIP) with preliminary funding available in the first year of the 12-year plan. All projects are approved for 80% federal and 20% local (City) funding.

- Lighting Upgrade, Market Street Bridge over the Susquehanna River was selected in the Transportation Enhancement category at a total estimated cost of \$672,000. During the field

view of the project, required repairs to the structure were identified that were subsequently funded by the District in the amount of \$251,200. The City funded the design at a cost of \$96,500. A design contract was awarded to the local engineering consulting firm of Brinjac Engineers.

Replicas of the original lantern style lighting was selected to replace the current cobra-head fixtures installed by the Department in the early 1960's, and will be installed between Front Street and City Island while a more conventional style of lighting will be installed between City Island and the west shore. The original lighting at the bridge approach will be refurbished and activated along with the light standards at the west approach. Under-arch lighting will be installed between Front Street and City Island to provide additional light along the riverfront

- The Extension of South Third Street, renamed Southern Gateway, to the south to form a connection with the I-83 entrance/exit ramps and to interconnect with South Second Street and South Front Street was added to the TIP. Environmental Analysis, Preliminary Design and Final Engineering were funded in the amount of \$4,057,500 in the FFY's of 2001, 2003 & 2004.

The engineering Consulting firm of Trans Associates, located in Enola, PA was selected to perform the design of the project. When completed, this project will redefine the transportation system and enhance opportunities for economic development in the south end of the Central Business District.

- The Widening of Seventh Street between Reily Street and Maclay Street was also approved and added to the funded area of the TIP in the amount of \$700,000 in FFY's 2001 & 2004.

The engineering consulting firm of Bucharth-Horn of York, PA was selected to design the project. This four-lane entrance to the City from the north is intended to entice commuters to access the Central Business District along that route rather than use the Front Street-Second

Street one-way corridors. The reduction in traffic volume will allow two-way traffic along Second Street and perhaps Front Street.

- The fourth project added to the TIP using a combination of State Bridge Funds, Federal Funds and Local Funds is the replacement of the ramp and repair of parapet walls and lighting on the Mulberry Street Bridge. Design was funded at \$181,466.12. The engineering consulting firm of Pennoni Associates, Inc. of Camp Hill, PA was selected to design the project.
- Four traffic signal installations were also approved and added to the TIP. Since the basis for these warrants was based on safety, they are fully funded with federal funds. The signals are approved for the following intersections:

19<sup>th</sup> Street and Sycamore Street

5<sup>th</sup> Street and Walnut Street

State Street and Reservoir Park Entrance

Derry Street at 13<sup>th</sup> Street and 17<sup>th</sup> Street (left turn lanes and signals)

Cameron Street and Calder Street (funded in 2002 fiscal year)

The installation of traffic signals at major intersections was also authorized by HATS at 100% Federal funding because they are safety related. Design was started by PennDOT's consultant with expected installation during 2002 for signals at Fifth and Walnut Street, Nineteenth and Sycamore Street, State Street at Reservoir Park Entrance and Cameron and Calder Street. The signals at Thirteenth, Seventeenth and Derry Street will be modified to provide turn lanes where appropriate and pedestrian crossing signals. All installations will use LED signal heads.

## **PROJECT LISTING**

Attached are status reports of projects that were in progress or completed during 2001.



## **REQUESTS FOR CHANGES TO TRAFFIC CONTROL SYSTEM**

The staff routinely performs engineering studies in response to requests from citizens for changes to the traffic control system such as installation of stop signs, change of one-way streets and so on. Attached is a listing of the studies performed and changes made during 2001.

## City of Harrisburg

Office of The City Engineer

### Projects List 2001

Project Name	Source-Contract Amount	Completion Scheduled	Status	% Complete	Remarks:
Market Street Bridge Lighting	CAPS \$96,500.00 Federal \$924,000.00		Design	20%	Fixture Selected-Design Progressing
Capitol Corridors	C \$2,958,603.85 MC \$1,626,084.00		Construction	92%	
City Walking Tour	SS\$51,240.00 SS\$57,780.00		Installation	100% 80%	First Set Installed Second Set Being Fabricated
Welcome Signs	S \$65,000.00		Design	98%	Will Advertise in January of 2002
Southern Gateway (Study) 80%/20% Federal/Local Funding	Federal \$720,000.00 CAPS \$180,000.00		Design	56%	
Mulberry Street Bridge Ramp Replacement 80%/20% Federal/Local Funding	State \$145,172.90 CAPS \$36,293.22		Design	22%	Cost & Scope Increase Under Review by PennDOT
Seventh Street Widening	F/CAPS		Design Consultant Selected		
Intersection Repair, State Street @ Res. Park	S&F				On Hold
Traffic Signal State @ Reservoir Park	Federal 100%		Design	100%	On Hold For Intersection Improvement Project
Traffic Signal Installation 19 <sup>th</sup> and Sycamore	Federal 100%		Design	90%	

Note:

C-Community and Block Development Grant  
CAPS-City Capital Improvement Funds  
F-FHWA Grant (80% Cost)  
G-City General Fund  
S-Special Fund  
D-DEP Grant  
MC-Municipal Capital

## City of Harrisburg

Office of The City Engineer

### Projects List 2001

Project Name	Source-Contract Amount	Completion Scheduled	Status	% Complete	Remarks:
Traffic Signal Installation 17 <sup>th</sup> and Derry	Federal 100%		Design	80%	
Traffic Signal Installation 13 <sup>th</sup> & Derry	Federal 100%		Design	80%	
Traffic Signal Installation Cameron & Calder	Federal 100%		Study	60%	
Paxton Creek Watershed Analysis	D \$183,120		In Progress	39%	
GIS Enhancement	G \$72,000		In Progress	86%	

Note: C-Community and Block Development Grant  
CAPS-City Capital Improvement Funds  
F-FHWA Grant (80% Cost)  
G-City General Fund  
S-Special Fund  
D-DEP Grant  
MC-Municipal Capital

**City of Harrisburg**  
Office of The City Engineer  
Completed Projects 2001

Project Name	Complete
Vector Control	100%
Attraction Signage	100%

**City of Harrisburg**

Office of the City Engineer

Traffic Studies, Status Report 2001

PROJECT LOCATION	CHANGE REQUESTED	REMARKS
1500 Block N. 4 <sup>th</sup> Street	Install No Parking Signs	Ongoing
2 <sup>nd</sup> Street & Front Street Bridges	Low Clearance Signs	PennDOT Will Install Signs
Jefferson Street	No Tractor Trailer Parking	Ongoing

## City of Harrisburg

Office of the City Engineer

### Completed Traffic Studies 2001

PROJECT LOCATION	CHANGE REQUESTED	REMARKS
19 <sup>th</sup> and Sycamore Street	Installation of Traffic Signal	Completed
Evergreen Street	One Way from Derry to Market	Completed
1745 Cameron Street	No Parking on Kelker Street	Completed
Hale Avenue, Rudy Road & Harris Terrace	Stop Sign Installation	Completed
Meunch & Dauphin	Child Safety Issue	Completed
310 Reily Street	2 Hour Parking	Completed
18 <sup>th</sup> and Walnut	Child Safety Issue	Completed
Green & Boas	Stop Sign Installation	Completed
3 <sup>rd</sup> and Logan	2 Hour Parking	Completed
Evergreen & Chestnut	Stop Sign Installation	Completed
Harris Terrace	One-Way from Rudy Road to Hale Avenue	Completed
800 Block of Market Street	Pedestrian Safety Issue	Completed
5 <sup>th</sup> & Lewis	Stop Sign Installation	Completed
Evergreen & Haehnlen	Stop Sign Installation	Completed
Barbara Street	Remove Metered Parking	Completed
Balm & Bailey Street	Stop Sign Installation	Completed
Lexington and Wiconisco	Stop Sign Installation	Completed
Susquehanna & Delaware	Stop Sign Installation	Completed
Walnut Street (Res. Drive to Intersection of State St. & Rivington Terrace)	Vacating of Street	Completed
Camp Curtain Drive	(extended to intersect with State Street)	Completed
Camp Curtain Drive & State Street Int.	Traffic Light Installation	Completed
N. 20 <sup>th</sup> Street	One Way North	Completed
4 <sup>th</sup> and Blackberry	Parking Restriction	Completed

EXPENDITURE ANALYSIS DETAIL  
2001 BUDGET

General Fund

0107 City Engineer's Office

Allocation Plan		Position Control		
		JOB CLASSIFICATION	2001 BUDGET	ALLOCATION
PERSONNEL SERVICES				
Salaries-Mgmt	94,683	City Engineer	1	57,975
Salaries-BU	73,490			
Salaries-Part-Time	5,600	Civil Engineer	1	36,708
Overtime	2,213			
Fringe Benefits	35,922			
		Total Management	2	94,683
TOTAL	211,908	Engineer's Rep. III	1	38,488
		Reg. of Real Estate III	1	35,002
OPERATING EXPENSES		Total Bargaining Unit	2	73,490
Communications	2,850			
Professional Fees	20,000	College Intern		5,600
Utilities	678,668			
Insurance	0	Total Part-Time		5,600
Rentals	0			
Maintenance & Repairs	1,400	Overtime		2,213
Other Services	16,675			
Supplies Expense	2,400	FICA		13,462
		Fringe Benefits		22,460
TOTAL	721,993	Total Fringe Benefits		35,922
CAPITAL OUTLAY	628,000			
			5	211,908
TOTAL APPROPRIATION	1,561,901			